

A photograph of a construction site. In the foreground, a worker in a white hard hat and high-visibility vest is kneeling on a concrete curb, working with a long blue pipe. Another worker in a white hard hat and high-visibility vest is standing nearby, also using a long blue pipe. In the background, two more workers are visible, one in a brown jacket and white hard hat, and another in a yellow jacket and white hard hat. They are standing near a building under construction. A yellow caution tape is strung across the site. A red bucket with the text "HOMER'S THE PAPER BAG" is visible on the ground. The ground is covered in dirt and debris.

2013 Bike Plan Amendment

Neighborhood Connectivity Division
Public Works Department

Presentation by, Chad Crager, PE



Bike Plan Amendment Update

Goals, with public input:

- Identify Criteria for Cycle-Track recommendations
- Develop a Cycle-Track Network
- Develop an updated Vision consistent with Imagine Austin

Bike Plan Amendment Update

Cycle-Track Focus

- Imagine Austin – Compact and Connected
- “Interested but Concerned”
- MoveMeter – Short Trips
- Green Lane Project

IMAGINEAUSTON

COMPREHENSIVE PLAN
Vibrant. Livable. Connected.

City Council Adopted
June 15, 2012



“Interested but Concerned”

Four Types of Transportation Cyclists in Portland By Proportion of Population



V/C Ratio Improvements Before and After 15% Trips < 7 Miles on Bike

Mobiliteitsscan



Scan effecten

In de linkerkaart ziet u de referentiesituatie. Rechts ziet u het scenario met de gemaakte interventies.



- Wegvakintensiteit
- Terugkoppeling overbelasting
- Snelheid bekijken
- Reistijdverschil ov
- Intensiteit/Capaciteit

IC-verhouding
Daadwerkelijk aantal voertuigen gedeeld door capaciteit voor de drukste rijrichting. Rode, paarse en blauwe wegvakken betekenen een overschrijden van de capaciteit en dus drastisch verlaagde snelheden.

Daardoor wordt in de realiteit een deel van het verkeer weer herverdeeld. Dit effect (verlaging snelheden en herverdeling) wordt in deze scan niet automatisch bepaald. U kunt wel zelf handmatig lagere snelheden invoeren.

Wilt u dit scenario als nieuw referentiescenario gebruiken om vervolgens weer maatregelen op te kunnen nemen en te vergelijken, dan kunt u dit consolideren.

Informeer eerst hier welke gevolgen dit heeft

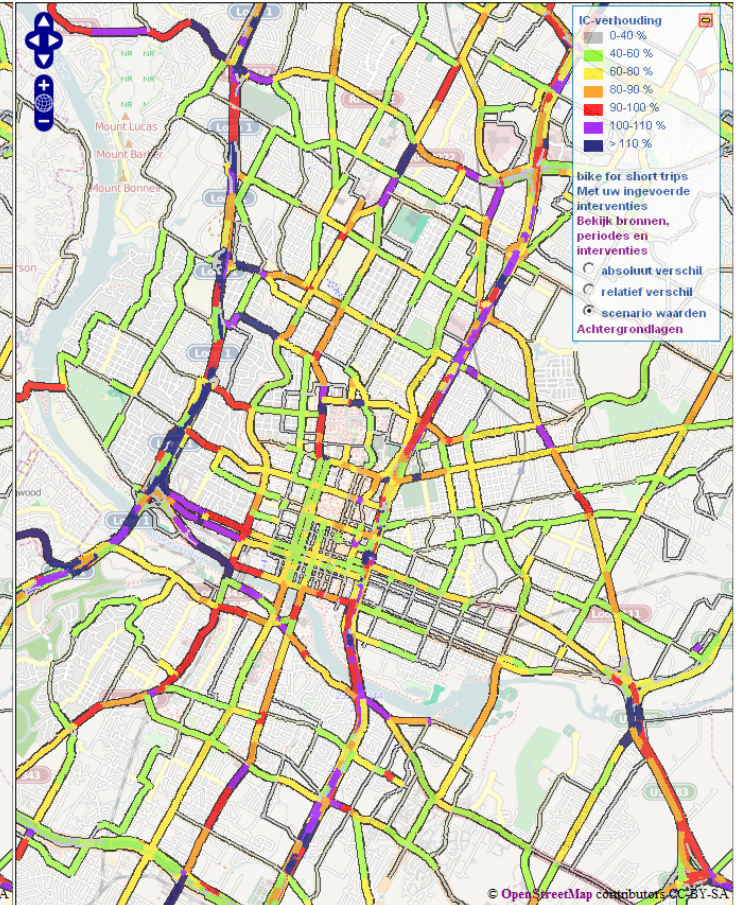
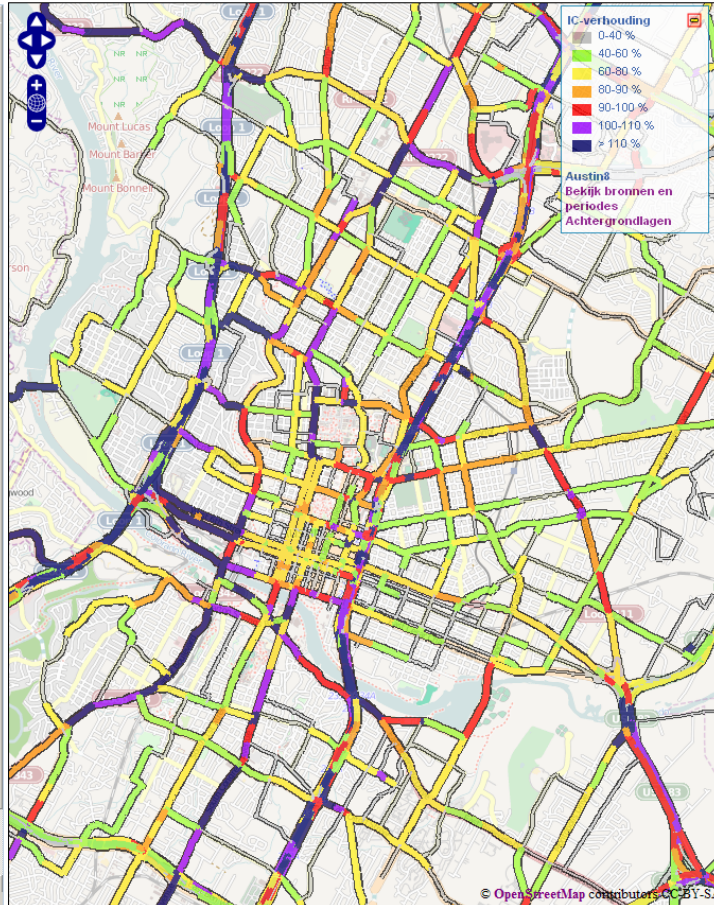
Consolideer scenario

Kopieer scenario

Rapportage als pdf

← Terug

Initiatief: KPVV, Transumo
Ontwikkelaar: Goudappel Coffeng, Ecorys
Achtergrondkaart: Openstreetmap (licentie)
Open linker kaart als plaatje in



Bronnen

Bekijken

Analyse

Maatregelen

Scan effecten

Bike Plan Amendment Update

Draft Criteria

Streets with:

- High motor vehicle speeds & volumes
- High density of short trips
- Feasibility of construction & cost
- Bicycle Network Connectivity

Bike Plan Amendment Update

- 11/2012 – Project Start
- 11/12 through 2/13 – Staff technical analysis and text revisions
- 3/13 – Prioritize proposed cycle-track network & Costs
- 4/13 – Internal Staff review of Draft Plan
- 5/13 – Finalize Draft Plan
- 9/13 – Public Input (coordinated with Urban Trails Master Plan)
- 10/13 – City Boards & Commissions
- 11/13 – Revise Draft Plan based on input
- 11/13 – Additional Public Input/Review
- 12/13– City Council Public Hearing/Proposed Plan Adoption



Questions?



City of Austin Bicycle Program

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Government Organization
City of Austin Bicycle Program

About



Photos



403

Likes



Map